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Ministry of Transport  
Engineering and  
Technology/Department of Works

The Highway  
in Great Britain  
1990



# The Parkway Belt West Plan 1990



Ministry of Treasury,  
Economics and  
Intergovernmental Affairs

The Honourable  
W. Darcy McKeough,  
Minister



① - CA20N  
TR  
-78P11

# The Parkway Belt West Plan

July 1978



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Executive Council

O.C. 2188/78

Copy of an Order-in-Council approved  
by Her Honour the Lieutenant Governor, dated the  
19th day of July, A.D. 1978.

The Committee of Council have had under  
consideration the report of the Honourable the  
Minister of Government Services and Chairman, Cabinet  
Committee on Legislation, wherein he states that,

WHEREAS the Parkway Belt Planning Area has  
been established by Regulation numbered 472/73  
pursuant to Section 1(1) of The Parkway Belt Planning  
and Development Act S.O. 1973 chapter 53.

WHEREAS pursuant to Section 1(2) of the  
said Act an investigation and survey of the environ-  
mental, physical, social and economic conditions relating  
to the said area has been carried out and there has been  
prepared the Parkway Belt West Plan and whereas the said  
Order was laid before the Assembly and the Assembly  
declared the order approved and

WHEREAS pursuant to Section 6(8) of the Ontario  
Planning and Development Act, S.O. 1973, Chapter 51 the  
Minister submitted the proposed development plan with his  
recommendations thereon to the Lieutenant-Governor-in-  
Council and

WHEREAS pursuant to Section 6(9) of the said  
Act, the Minister gave public notice and stated his  
intention, and representations in writing were made by

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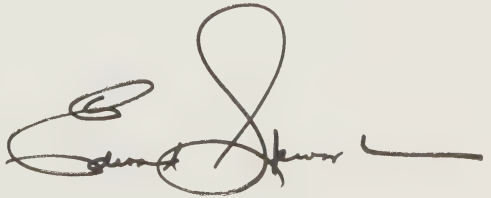


various persons concerned to the Lieutenant-Governor-in-Council;

The Honourable the Minister of Government Services and Chairman, Cabinet Committee on Legislation, after due consideration of the said recommendations and of the said representations therefore recommends that pursuant to the provisions of Section 6(10) of the Ontario Planning and Development Act, the Parkway Belt West Plan be approved with modifications as set out in the said plan and a copy of the said plan with the said modifications is attached to this Order-in-Council.

The Committee of Council having considered the said representations and recommendations, approves the Plan with the modifications contained therein and the Committee of Council concur in the recommendation of the Honourable the Minister of Government Services and Chairman, Cabinet Committee on Legislation and advise that the same be acted on.

Certified,

A handwritten signature in dark ink, appearing to be "Edward J. Hewer", written over a horizontal line.

Clerk, Executive Council.



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# 1. Introduction

## 1.1

### Definitions:

#### **Plan**

The Parkway Belt West Plan.

#### **Minister**

The Treasurer of Ontario and Minister of Economics and Intergovernmental Affairs.

#### **Ministry**

Any ministry or secretariat of the Government of Ontario. It includes a board, commission, agency, authority, or corporation of the Government.

#### **Goal**

The ideal or end to which a planned course of action is directed. It is a value to be sought, rather than a set of attainable conditions.

#### **Objective**

The end of action or situation to be reached. It is capable of attainment or measurement.

#### **Acquisition**

The purchase by negotiation or expropriation of land or of a limited interest therein.

#### **Low-density Use**

A use of land that has only a small part of the site covered by structures or equipment of limited height and low mass appearance.

#### **Low-intensity Use**

A use of land that has an average low level of activity: e.g., small number of employees, few visitors per acre, low traffic generation.

#### **Public Undertaking**

A publicly owned and financed project for public use or enjoyment.

#### **Right-of-way**

A strip of land on, over, or under which a highway, railway, electric transmission line, or other facility is located.

## **1.2 Authority**

The Parkway Belt West Plan is prepared under the provisions of The Parkway Belt Planning and Development Act, 1973.

The area for which the Plan is prepared is included in the Parkway Belt Planning Area established by Ontario Regulation 472/73, as amended by Ontario Regulations 744/73 and 399/75.

## **1.3 The Plan**

The Parkway Belt West Plan comprises Parts 1 to 6 of the text and Maps 1, 2, 3, 4, 5, 6, 7, and 8.

### **1.3.1 *The text of the Plan is divided into the following parts:***

Part 1 is the introduction.

Part 2 contains four goals applicable to the Plan.

Part 3 contains thirteen objectives related to the four goals.

Part 4 contains provisions for Plan interpretation.

Part 5 contains implementing actions applicable to the Plan. This part is divided into five sections.

Section 5.1 contains provisions for Provincial and municipal control.

Section 5.2 contains provisions for fiscal and administrative programs.

Section 5.3 sets out the two land use categories, the Public Use Area and the Complementary Use Area, into which the area covered by the Plan is divided.

Section 5.4 sets out implementation provisions for the Public Use Area.

Section 5.5 sets out implementation provisions for the Complementary Use Area.

Part 6 contains particular provisions for each of the seven links into which the Plan is divided.

### 1.3.2

#### ***The maps of the Plan are as follows:***

a) Map 1 illustrates the Parkway Belt West Planning Area, the area covered by the Plan, and the location of the seven links.

The Parkway Belt West Planning Area is generally shown on Map 1. The precise Planning Area boundaries are described in Ontario Regulations 472/73, 744/73, and 399/75.

The area covered by the Plan is generally shown on Map 1. The precise location of this area is shown on the maps listed below.

b) Maps 2 of the Escarpment Link, 3 of the Southern Link, 4 of the Northern Link (Milton to Woodbridge), 5 of the Northern Link (Woodbridge to Markham), 6 of the Burlington-Oakville Mini-belt Link, 7 of the Oakville-Mississauga Mini-belt Link, and 8 of the Airport Mini-belt Link show in detail the area covered by the Plan divided into two land use categories, the Public Use Area and the Complementary Use Area, and the components of these two land use categories.

In cases of discrepancy between Map 1 and the maps listed in Paragraph 1.3.2 (b), the information shown on the latter maps shall prevail.

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## 2. Goals

The Parkway Belt is a major element of the Provincial design for development program contained in *Design for Development: The Toronto-Centred Region* (May, 1970).

The Parkway Belt as a whole has four major goals:

### **2.1 Identification of Urban Areas**

Separate and define the boundaries of urban areas, thus helping to provide the residents with a sense of community identification.

### **2.2 Integration of the System of Urban Areas**

Link urban areas with each other and with areas outside the region by providing space for the movement of people, goods, energy, and information, without disrupting community integrity and function.

### **2.3 Land Reserve for Future Flexibility**

Provide a land reserve for future linear facilities and for unanticipated activities requiring sites of high accessibility and substantial land area.

### **2.4 Linked Open Space Framework**

Provide a system of open space and recreational facilities linked with each other, with nearby communities, and with other recreational areas.

---

### 3. Objectives

The following objectives are based on the four goals set out in Part 2. Each of the objectives is not necessarily related to only a single goal.

Because the Parkway Belt is multi-purpose in nature, not all the objectives are necessarily applicable in all areas covered by the Plan.

Part 6 establishes the specific objectives for each individual link.

#### **Objectives Related Primarily To The Goal Of Identification Of Urban Areas.**

- 3.1 Define urban areas by means of clear limits to urban physical development.
- 3.2 Separate urban areas by providing a break in the pattern of continuous urban land use and by minimizing the number of traffic routes connecting urban areas across the Parkway Belt.
- 3.3 Include in the Parkway Belt such natural features as ravines and river valleys, which provide physical, identifiable boundaries.
- 3.4 Include in the Parkway Belt such linear facilities as major transportation, communication, and utility facilities, which provide physical, identifiable boundaries.
- 3.5 Locate the major transportation, communication, and utility rights-of-way so that they do not cut through urban areas.

#### **Objectives Related Primarily To The Goal Of Integration Of The System Of Urban Areas.**

- 3.6 Place in one corridor as many as possible of the major transportation, communication, and utility facilities that link the system of urban areas to each other and connect them to areas beyond.

### **Objectives Related Primarily To The Goal Of Land Reserve For Future Flexibility.**

3.7 Provide land reserves to accommodate future linear facilities whose nature, demand, or land needs cannot be set out specifically at the date of approval of the Plan.

3.8 Provide a land reserve for unspecified linear facilities which may also accommodate conventional facilities that may be needed but are not presently set out in action programs.

3.9 Provide extensive blocks of land as a reserve for unforeseen, compatible public and private activities that require substantial land area and locations readily accessible to the system of urban areas.

### **Objectives Related Primarily To The Goal Of Linked Open Space Framework.**

3.10 Provide extensive areas of public and private open space and complementary uses in the Parkway Belt that, together with non-urban areas outside the Parkway Belt, will maintain a continuity of open space through the system of urban areas.

3.11 Set out major public and private open space that will provide opportunities for recreational activities that are accessible to the system of urban areas.

3.12 Link existing and proposed public open-space and recreation areas into a network extending through the Parkway Belt and connecting to areas beyond.

3.13 Preserve prominent natural features, such as river valleys and the Niagara Escarpment, and protect other features, such as wooded areas, watercourses, and other points of interest.

---

## 4. Plan Interpretation

4.1 The boundaries of the area covered by the Plan are indicated on maps set out in Subsection 1.3.2, which also indicate the locations of the two land use categories, the Public Use Area and the Complementary Use Area, and the components of these two categories.

4.2 Where the boundaries of the land use categories as shown on the maps appear to coincide with such facilities as roads, railways, and electric transmission lines, it is intended that the limits of the rights-of-way of such facilities be the land use boundaries. If such rights-of-way are located along the edges of the area covered by the Plan, it is intended that they be included in the Plan.

4.3 The linear facilities may require some relocation, additional interchanges, crossings, or associated facilities which are not shown on the maps. These may require more or less area than that designated on the maps, but the precise location and limits cannot be determined until detailed studies are undertaken in the future.

4.4 The maps indicate in a number of instances the linear facilities and their accessory facilities, such as interchanges in areas adjacent to the area covered by the Plan. Although such areas are not part of the Plan, the general intention regarding land acquisition and public works is indicated.

4.5 The terms "Urban Area" and "Future Urban Area" that appear in the Plan are descriptive only, indicating the general nature of possible development adjacent to the area covered by the Plan. The terms are not intended to imply a Provincial planning objective to build up these areas completely. Neither term is intended to show present or future municipal boundaries.

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## 5. Implementation

### 5.1 General

The achievement of the goals and objectives of the Plan will rely upon effective implementation by public agencies at both the Provincial and the municipal levels and by that part of the private sector affected by the Plan. The Plan will be implemented through the acquisition of land designated for public uses, through public undertakings, and through the control of land uses and other activities.

#### 5.1.1 *Provincial Land Use Regulations*

Provincial Land Use Regulations were enacted under the provisions of The Parkway Belt Planning and Development Act, 1973, in order to control uses within the Parkway Belt Planning Area during the process of Plan preparation, approval, and implementation.

#### 5.1.2 *Amendment and Repeal of Provincial Land Use Regulations*

The Provincial Land Use Regulations will be amended to reflect provisions of the Plan.

Official plans and zoning by-laws that do not conform with the Plan shall be amended to implement the Plan.

The Provincial Land Use Regulations will be repealed in the areas where the existing zoning by-laws are in conformity with the Plan. In other areas zoning by-laws that do not conform with the Plan shall be amended to implement the Plan, and the Land Use Regulations will be repealed progressively in these areas as this is done.

Where the Minister has approved an amendment to the Provincial Land Use Regulations for the purpose of permitting a specific use, such use shall be deemed to conform with this Plan.

#### 5.1.3 *Municipal Actions*

No municipality or local board shall carry out any undertaking that conflicts with the Plan, and no by-law shall be passed for any purpose that is in conflict with the Plan.

The Minister may, upon requests from municipalities, declare by-laws, improvements, or undertakings to conform with the intent and purpose of the Plan.

Municipalities are not required to permit every land use that may be permitted under this Plan. By-laws implementing the Plan may be more restrictive than the provisions of the Plan, provided that they are consistent with its intent and purpose.

#### **5.1.4 Development Agreements**

To achieve the provisions of the Plan, municipalities shall require, where necessary, as a condition of development or redevelopment of lands or buildings, a development agreement under Section 35a of The Planning Act, R.S.O. 1970, c. 349.

In order to preserve and protect existing vegetation and physical features and to provide adequate landscaping, the agreement should include provisions regarding the following:

- a) Grading or change in elevation or contour of the land and the disposal of storm, surface, and waste water from the land and from any buildings or structures;
- b) Walls, fences, hedgerows, trees, shrubs, or other suitable ground cover;
- c) Location of all buildings, structures, and other facilities.

#### **5.1.5 Other Municipal Actions**

Every effort should be made by municipalities and their local boards to attain the goals and objectives of the Plan.

These efforts could involve the enactment of by-laws relating to billboards and signs; maintenance of properties; ensuring the appropriateness of building designs and materials; preservation of buildings of architectural and historical significance; encouragement of responsible agricultural practices; and any other matters required to attain the goals and objectives of the Plan.

#### **5.1.6 Land Severances**

The creation of new lots within the area covered by the Plan shall be strictly limited. Official plans shall contain provisions relating to land severances. These provisions shall attain the goals and objectives of the Plan and guide land division committees.

#### **5.1.7 Provincial Activities**

Every Provincial agency shall be bound by the provisions of this Plan.

### **5.2 Fiscal Measures and Administrative Programs**

#### **5.2.1 Provincial Programs**

Provincial authorities may apply all fiscal measures and administrative programs that are or may become available and which are appropriate to facilitate and support the implementation of the Plan.

**5.2.2  
Grants**

The Minister may provide grants to municipalities to enable them to bring their official plans and zoning by-laws into conformity with the Plan. The Minister may also provide financial assistance to any person, organization, or corporation undertaking any program that implements the Plan.

**5.2.3  
Assessment**

The Minister shall ensure that assessment levels are consistent with the provisions of this Plan.

**5.3  
Land Use Categories**

The area covered by the Plan is divided into two land use categories, the Public Use Area and the Complementary Use Area.

**5.4  
Public Use Area**

The Public Use Area comprises areas presently used or to be predominantly used in the future for public uses.

The Public Use Area consists of areas designated on the maps of the Plan as "Public Open Space and Buffer Area," "Utility," "Electric Power Facility," "Road," and "Inter-urban Transit." The Province shall encourage inter-regional linear facilities to locate in these areas.

Part 6 establishes particular provisions for each specific link.

**5.4.1  
Uses in Public  
Use Area**

Subject to Subsection 5.4.2, the uses permitted in the Public Use Area are:

**a) Existing Uses**

All legally existing uses of land, buildings, and structures, subject to the provisions of The Planning Act, R.S.O. 1970, c. 349 respecting legal nonconforming uses.

**b) Linear Facilities**

Linear transportation, communication, and utility facilities, including necessary accessory facilities and installations such as interchanges, transformer stations, and treatment plants that are part of the linear distribution or collection networks.

**c) Public Open Space and Buffers**

Public open space and buffers and uses incidental to them.

**d) Other Open-Space Uses**

Privately operated open-space and recreation-oriented uses in certain portions of the areas designated as Public Open Space and Buffer Area, subject to the following conditions:

i) The uses are open to the general public.

ii) All natural features are preserved to the maximum possible degree.

iii) Buildings and structures have a very low lot coverage and are of limited height and low mass appearance.

iv) Buildings and structures are located in a manner that will secure an open-space character of the area.

v) Landscaping and berms are provided where necessary to secure the objectives of the Plan.

vi) Any other conditions required to attain the provisions of the Plan are satisfied.

**e) Other Public Uses**

Other public uses of land, buildings, and structures, subject to the following conditions:

i) All natural features are preserved to the maximum possible degree.

ii) Buildings and structures have a very low lot coverage and are of limited height and low mass appearance.

iii) Buildings and structures are located in a manner that will secure an open-space character of the area.

iv) Landscaping and berms are provided where necessary to secure the objectives of the Plan.

v) Any other conditions required to attain the provisions of the Plan are satisfied.

**f) Interim Uses**

In order to facilitate the use of properties prior to public acquisition, the uses set out in Paragraphs 5.5.1 (b), (c), and (d) of the Plan, subject to the following conditions:

i) All natural features are protected to the maximum possible degree.

ii) Buildings and structures have a low lot coverage and are of limited height and low mass appearance.

iii) Buildings and structures are located in a manner that will secure an open-space character of the area to the maximum possible degree.

iv) Landscaping and berms are provided where necessary to secure the objectives of the Plan.

v) An agreement is reached between the owner and the Province, if required by the Province, setting out the compensation that will be payable for the interim use at the time of acquisition.

vi) Any other conditions required to secure the provisions of the Plan are satisfied.

**g) Additions to Uses**

In order to facilitate the use of the properties prior to public acquisition, additions to existing uses, buildings, and structures and additions to interim uses, buildings, and structures, subject to the following conditions:

i) All natural features are preserved to the maximum possible degree.

ii) The existing open-space character of the area is retained to the maximum possible degree.

iii) The resulting buildings and structures have a low lot coverage and are of limited height and low mass appearance.

iv) An agreement is reached between the owner and the Province, if required by the Province, setting out the compensation that will be payable at the time of acquisition for the additions.

v) Any other conditions required to secure the provisions of the Plan are satisfied.

**h) Change of Uses**

Change of uses of land, buildings, and structures, subject to the following conditions:

i) New uses are as compatible with the provisions of the Plan as existing uses, or more compatible.

ii) All natural features are preserved to the maximum possible degree.

iii) Any other conditions required to secure the provisions of the Plan are satisfied.

**5.4.2**

***Acquisition in the  
Public Use Area***

**a) Provincial Acquisition**

Most of the lands in the Public Use Area will be acquired by the Province and other public authorities.

It is the intention of the Plan to minimize the dislocation of uses, buildings, and structures within areas designated as Public Open Space and Buffer Area. Accordingly, all legally existing uses, buildings, and structures, and interim uses set out in Paragraph 5.4.1 (f), together with a reasonable amount of land required in connection with such buildings and structures, can remain, and parcels or portions thereof they occupy may not be acquired unless:

- i) The owner requests that the property be acquired; or
- ii) The detailed design of the Public Open Space and Buffer Areas indicates that the most appropriate use of the area cannot be accomplished without the acquisition of the property; or
- iii) Pressing public needs are identified in the future which make acquisition imperative.

#### **b) Phasing of Acquisition**

Acquisition of lands by the Province will take place over a long period of time based upon Provincial financial programs and priorities. Acquisition schedules will be issued periodically.

#### **c) Advance Acquisition**

Acquisition of lands in the Public Use Area may be considered by the Province if hardship is claimed by the owner.

#### **d) Acquisition by Other Persons**

- i) Other public authorities may acquire lands in the Public Use Area that are not required by the Province.
- ii) Certain portions of lands designated as Public Open Space and Buffer Area may be acquired by other than public authorities for uses set out in Paragraph 5.4.1 (d).
- iii) Certain portions of lands designated as Utility may be acquired by other than public authorities for uses set out in Paragraph 5.4.1 (b).

#### **e) Total and Partial Acquisition**

Where different parts of a property are required for linear facilities and other public uses set out in the Plan, it is intended that all required parts of the property will be acquired at one time, where appropriate.

#### **f) Easements**

Although most lands in the Public Use Area will be acquired outright, easements may be acquired to achieve the purposes of the Plan.

**g) Lease Agreements**

Where properties are acquired by the Province, the Province may agree with the former owner or any other person for the leasing of the lands, pending the time when the land is required by the public for the purposes of the Plan.

**5.4.3****Public Works in  
Public Use Area****a) Linear Facilities**

i) Maps 2, 3, 4, 5, 6, 7, and 8 indicate the locations of the rights-of-way for the linear facilities.

ii) These facilities will be constructed or reconstructed so as to minimize any detrimental effect on natural features.

iii) The transportation facilities will be constructed or reconstructed so as to restrict the number and capacity of traffic routes connecting Urban Areas across the area covered by the Plan to those routes that will encourage and support the roles of those Urban Areas as defined in *Design for Development: The Toronto-Centred Region* (May, 1970), and to retain the open-space character of the area covered by the Plan.

iv) Landscaping and buffers will be provided where appropriate, both along and between facility rights-of-way, so as to achieve the provisions of the Plan.

**b) Public Open Space and Buffers**

i) Provision of public open space will be carried out in accordance with the Plan.

ii) Maps 2, 3, 4, 5, 6, 7, and 8 indicate the location of Public Open Space and Buffer Areas.

iii) A system of recreational trails will be developed in the Parkway Belt as part of a larger recreational trail system extending through Central Ontario. The trails will link the Urban Areas and provide trail access to other Provincial, regional, and local outdoor recreational facilities.

iv) The recreational trails in Parkway Belt West will be established primarily on publicly owned lands, utilizing both natural features, such as river valleys, and man-made features, such as utility rights-of-way. Where the trail system crosses or follows such facilities as highways or utility rights-of-way, these facilities will be designed to provide adequate and safe access to the trails.

## 5.5 Complementary Use Area

The Complementary Use Area comprises areas that will be predominantly used for private uses that are compatible with and assist in the attainment of the provisions of the Plan. The Complementary Use Area consists of the General Complementary Use Area and the Special Complementary Use Area.

The provisions of Section 5.5 apply to all links.

Part 6 establishes particular provisions for each specific link.

### 5.5.1 Uses in General Complementary Use Area

Subject to Subsection 5.5.3, the uses permitted in the General Complementary Use Area are:

#### a) Existing Uses

All legally existing uses of land, buildings, and structures, subject to the provisions of The Planning Act, R.S.O. 1970, c. 349 respecting legal nonconforming uses.

#### b) Agricultural Uses

Low-density, low-intensity agricultural uses, including buildings and structures accessory to the farm operation, provided that such uses comply with the *Agricultural Code of Practice for Ontario*. Such uses shall meet, to the maximum possible degree, the following conditions:

- i) The proposed uses of land, buildings, or structures secure the open-space character of the area by low-density development.
- ii) Major natural features, such as streams, valleys, tree stands, hedgerows, and orchards, are preserved.
- iii) The uses permitted enhance the open-space character by landscaping, tree planting, berms, and screening.
- iv) The location and design of buildings and structures are such that the open-space character of the area is secured.
- v) Any other conditions required to secure the provisions of the Plan are satisfied.

#### c) Institutional Uses

Low-density, low-intensity outdoor institutional uses and associated buildings and structures that meet to the maximum possible degree the conditions set out in Paragraph 5.5.1 (b).

#### d) Recreational Uses

Low-density, low-intensity outdoor recreational uses and associated buildings and structures that meet to the maximum possible degree the conditions set out in Paragraph 5.5.1 (b).

**e) Public Uses**

Public uses, such as roads, utilities, and their accessory facilities and other public uses of low-density, low-intensity character. Buildings and structures associated with those uses shall meet to the maximum possible degree the conditions set out in Paragraph 5.5.1 (b).

**f) Residential Uses**

A single-family residence on each vacant lot, provided that:

The lot existed legally on June 3, 1973,

*or*

The lot was created after June 3, 1973, through public acquisition of part of a vacant lot in existence on that date,

*or*

The lot was created after June 3, 1973, from a vacant lot in existence on that date and is substantially the same size as it was on that date,

*or*

The lot was created after June 3, 1973, and the conditions in Paragraph 5.5.1 (g) are satisfied,

*and*

The lot is on a highway as the latter is defined in The Municipal Act,

*and*

The required approvals from public authorities are secured.

For the purposes of this section, where a group of contiguous lots is held under one ownership, the total area of these lots is considered to be one lot.

**g) Other Uses**

Other uses of land, buildings, or structures, except residential and industrial, provided that the following conditions are met to the maximum possible degree:

i) The proposed uses of land, buildings, or structures secure the open-space character of the area by very low-density development.

ii) Major natural features, such as streams, valleys, tree stands, hedgerows, and orchards, are preserved.

iii) The uses enhance the open-space character by landscaping, tree planting, berms, and screening.

iv) The location and design of buildings and structures are such that the open-space character of the area is secured.

v) An agreement under Subsection 5.1.4 is entered into wherever necessary to achieve the above conditions.

#### **h) Existing Settlements — Infilling**

Very limited additional development within existing hamlets, residential and industrial clusters, and dense strip developments to secure to the maximum possible degree the following conditions:

i) Maintain and support the existing size and character of such areas;

ii) Protect tree stands, hedgerows, and prominent individual trees;

iii) Encourage appropriate building designs in harmony with the distinctive character of each of such areas;

iv) Encourage additions which will not create a need for additional public services.

#### **i) Additions to Uses**

Additions to uses, buildings, and structures, subject to the following conditions:

i) All natural features are preserved to the maximum possible degree.

ii) The existing open-space character of the area is retained to the maximum possible degree.

iii) The resulting buildings and structures have a low lot coverage and are of limited height and low mass appearance.

iv) Any other conditions required to secure the provisions of the Plan are satisfied.

**j) Change of Uses**

Change of uses of land, buildings, and structures, subject to the following conditions:

- i) New uses are as compatible with the provisions of the Plan as existing uses, or more compatible.
- ii) All natural features are preserved to the maximum possible degree.
- iii) Any other conditions required to secure the provisions of this Plan are satisfied.

**5.5.2  
Uses in Special  
Complementary Use  
Area**

Subject to Subsection 5.5.3, uses permitted in the Special Complementary Use Area are:

**a) Existing Uses**

All legally existing uses of land, buildings, and structures, subject to the provisions of The Planning Act, R.S.O. 1970, c. 349 respecting legal nonconforming uses.

**b) Public Uses**

Public uses such as roads and utilities and their accessory facilities.

**c) Additions to Uses**

Additions to uses, buildings, and structures, subject to the following conditions:

- i) All natural features are preserved to the maximum possible degree.
- ii) The existing open-space character of the area is retained to the maximum possible degree.
- iii) The resulting buildings and structures have a low lot coverage and are of limited height and low mass appearance.
- iv) Any other conditions required to secure the provisions of the Plan are satisfied.

**d) Change of Uses**

Change of uses of land, buildings, and structures, subject to the following conditions:

- i) New uses are as compatible with the provisions of the Plan as existing uses, or more compatible.
- ii) All natural features are preserved to the maximum possible degree.
- iii) Any other conditions required to secure the provisions of this Plan are satisfied.

**e) Residential Uses**

A single-family residence on each vacant lot, provided that the conditions set out in Paragraph 5.5.1 (f) are met.

**f) Other Uses**

Other uses set out in Part 6 for the Special Complementary Use Area.

### 5.5.3 **Acquisition in the Complementary Use Area**

In the Complementary Use Area, areas of land may be acquired for public uses, for the changes resulting from the detailed design of the public uses shown in the Plan, and for future compatible unforeseen activities.

### 5.5.4 **Public Works in the Complementary Use Area**

**a) Linear Facilities**

- i) These facilities will be constructed or reconstructed so as to minimize any detrimental effect on natural features.
- ii) The transportation facilities will be constructed or reconstructed so as to restrict the number and capacity of traffic routes connecting Urban Areas across the area covered by the Plan to those routes that will encourage and support the roles of those Urban Areas as defined in *Design for Development: The Toronto-Centred Region* (May, 1970), and to retain the open-space character of the area covered by the Plan.
- iii) Landscaping and buffers will be provided where appropriate, both along and between facility rights-of-way, so as to achieve the provisions of the Plan.

**b) Trails**

The recreational trails in the area covered by the Plan will be located primarily on publicly owned lands. Suitable arrangements will be made with the owners to accommodate trails where they cross private property.

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## 6. Links

### 6.1 General

Part 6 includes specific provisions for each of the seven links into which the Plan is divided.

Part 6 is divided into the following Sections:

Section 6.2 contains specific provisions for the Escarpment Link.

Section 6.3 contains specific provisions for the Southern Link.

Section 6.4 contains specific provisions for the Northern Link (Milton to Woodbridge).

Section 6.5 contains specific provisions for the Northern Link (Woodbridge to Markham).

Section 6.6 contains specific provisions for the Burlington-Oakville Mini-belt Link.

Section 6.7 contains specific provisions for the Oakville-Mississauga Mini-belt Link.

Section 6.8 contains specific provisions for the Airport Mini-belt Link.

### 6.2 Escarpment Link

#### 6.2.1 Map

Subsection 6.2.1 is Map 2 (the Escarpment Link) and is to be read together with the text of the Plan.

#### 6.2.2 Specific Objectives

All objectives of Part 3 apply to this Link, although they are achieved to varying degrees. The following specific objectives apply to this Link and are achieved to varying degrees.

- a) Define the northern and western limits of the Burlington Urban Area.
- b) Define the northeastern limits of the Hamilton-Dundas Urban Area.
- c) Define the southern limits of the Milton West Future Urban Area.
- d) Define the southern limits of the Built-up Area at Waterdown.
- e) Separate by open space the Burlington Urban Area and the Milton West Future Urban Area.
- f) Separate by open space the Burlington Urban Area and the Built-up Area at Waterdown.

- g) Separate by open space the Burlington and Hamilton-Dundas Urban Areas.
- h) Separate by open space the Hamilton-Dundas Urban Area and the Built-up Area at Waterdown.
- i) Where possible, include CP Rail and CNR lines, existing Ontario Hydro facilities, and highways.
- j) Minimize the number of transportation routes crossing the Link.
- k) Identify transportation, communication, and utility corridors to Southwestern Ontario, Haldimand-Norfolk, the Niagara Peninsula, and the lakeshore tier of urban areas.
- l) Provide for Highway 403.
- m) Provide for inter-urban transit to the activity centres of the Burlington and Hamilton-Dundas Urban Areas and the Milton West Future Urban Area.
- n) Provide for future utilities.
- o) Provide for public open space at the Niagara Escarpment, Bronte Creek, Grindstone Creek, and Hopkins Creek.
- p) Provide for a continuity of open space between the Niagara Escarpment-Royal Botanical Gardens area and the Burlington-Oakville Mini-belt Link and Southern Link.
- q) Provide for recreational trails and associated facilities from the Southern Link and Burlington-Oakville Mini-belt Link to the Niagara Escarpment and along the Niagara Escarpment, Grindstone Creek, and Hopkins Creek.
- r) Provide for scenic roads and associated facilities.
- s) Preserve the following prominent natural features:
  - i) Niagara Escarpment;
  - ii) Cootes Paradise;
  - iii) Hopkins Creek Valley, including Borer's Falls;
  - iv) Grindstone Creek Valley;
  - v) Bronte Creek Valley.
- t) Protect tree stands that are either significant in their own right or serve as buffers.

### 6.2.3

#### **Implementing Actions**

In cases of discrepancy between the following specific implementing actions for this Link and the provisions of Part 5, the following implementing actions will prevail.

- a) Restrict the number and location of transportation routes, ensuring that, in the construction, expansion, and reconstruction of any transportation, communication, and utility facility, the objective of preserving the Niagara Escarpment and other objectives of the Plan are met to the maximum possible degree.
- b) Acquire a right-of-way varying in width between approximately 400 feet and approximately 600 feet between Highway 5 and the Southern Link for the construction of Highway 403.
- c) Acquire a right-of-way approximately 100 feet wide for inter-urban transit south of that part of Highway 403 which lies west of the Queen Elizabeth Way.
- d) Acquire a right-of-way approximately 100 feet wide for inter-urban transit from the lot line between Lots 4 and 5, Concession 1, N.D.S., City of Burlington to the Southern Link.
- e) Acquire a right-of-way approximately 100 feet wide for future utilities between the Southern Link and the Hamilton-Dundas Urban Area.
- f) Require that official plans, development agreements, plans of subdivision, subdivision agreements, and zoning and other by-laws be used to ensure that, in addition to achieving the provisions of Subsection 5.1.4, all development and re-development in the Link must result in:
  - i) Minimum damage to wooded areas, hedgerows, and orchards;
  - ii) Protection of slopes from major cuts, major fills, and erosion;
  - iii) Protection of watercourses which drain the area and of associated ravines;
  - iv) Location and design of buildings and structures so as to attain the maximum visual and physical harmony with the natural characteristics of major creek and stream valleys;
  - v) Location and design of buildings and structures so as to be visually compatible with the existing natural landscape, maintaining to the maximum possible degree an uninterrupted sight line between Highway 403 and the Niagara Escarpment;
  - vi) Minimum provision of public water and sewage services;

- vii) Buildings and structures clustered where appropriate so as to minimize their effect on the open-space character of the area.
- g) Support eventual recreational use of the landfill sites.
- h) Seek the eventual rehabilitation of the clay pit located in Lot 1, Concession 2, City of Burlington (formerly Township of East Flamborough).
- i) Study the possibility of a low-speed two-lane scenic road network and associated facilities which would mainly utilize existing roads but occasionally be supplemented with minor new construction to give access to various segments of the Link.
- j) Acquire lands for the following Public Open Space Areas:
  - i) Niagara Escarpment;
  - ii) Bronte Creek;
  - iii) Hopkins Creek;
  - iv) Grindstone Creek.
- k) Develop recreational trails and associated facilities in the following areas:
  - i) Niagara Escarpment;
  - ii) Hopkins Creek between the Niagara Escarpment and Cootes Paradise;
  - iii) Grindstone Creek between the Niagara Escarpment on the north and Hidden Valley Park and the Royal Botanical Gardens on the south;
  - iv) Niagara Escarpment to the Southern Link and the Burlington-Oakville Mini-belt Link.
- l) Ensure that the design, development, and use of the Public Open Space Areas minimize any detrimental effect on woodlots, hedgerows, and the following prominent natural features:
  - i) Niagara Escarpment;
  - ii) Cootes Paradise;
  - iii) Hopkins Creek Valley, including Borer's Falls;
  - iv) Grindstone Creek Valley;
  - v) Bronte Creek Valley.

m) In the Special Complementary Use Area on both sides of Rock Chapel Road and Valley Road, permit agricultural, open-space, and recreational uses and only those associated buildings and structures that cannot reasonably be located outside the area covered by the Plan. Such uses shall meet to the maximum possible degree the following conditions:

- i) Protect the Niagara Escarpment face and strips of land on both sides of the face by strongly discouraging construction of buildings and structures.
- ii) Protect tree stands, hedgerows, and prominent trees.
- iii) Maintain and enhance the existing open-space character of the area.
- iv) Satisfy any other conditions required to secure the provisions of the Plan.

n) In the Special Complementary Use Area west of Highway 6, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan permits some further development in this area. The density of this development should be similar to that generally existing in the area on the date of adoption of the Plan. A comprehensive study setting out the appropriate conditions for the preparation of a comprehensive restricted area by-law and development agreements under Section 35a of The Planning Act shall be prepared in consultation with municipal authorities, Provincial ministries, and other concerned persons and agencies. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until such a study is carried out and the required by-law and development agreements have been prepared in consultation with the above-mentioned participants, and subsequently approved by the appropriate authorities.

Such development shall meet to the maximum possible degree the following conditions:

- i) Ensure that development in the vicinity of Patterson Road, Valley Road, and the northern limit of the Royal Botanical Gardens be designed so as to preserve the existing open-space setting of the Niagara Escarpment, Hopkins Creek Valley, and the Royal Botanical Gardens, including Cootes Paradise.
- ii) Ensure free movement of wildlife through major valleys from the wildlife sanctuary of Cootes Paradise to the Niagara Escarpment and the rural areas beyond.

- iii) Ensure that any development adjacent to major valleys is designed and located in such a manner as to protect the valleys physically and visually and to enhance them as important natural open-space areas within the area covered by the Plan.
- iv) Protect wooded areas, hedgerows, and trees.
- v) Minimize the number of roads crossing the major valleys.
- vi) Minimize run-off, siltation, and other forms of pollution of Cootes Paradise.
- vii) Satisfy any other conditions required to secure the provisions of the Plan.
- o) In the Special Complementary Use Areas along Waterdown Road, Lemonville Road, and Snake Road, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan permits some further development in these areas. A comprehensive study setting out the appropriate conditions for the preparation of a comprehensive restricted area by-law and development agreements under Section 35a of The Planning Act shall be prepared in consultation with municipal authorities, Provincial ministries, and other concerned persons and agencies. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until such a study is carried out and the required by-law and development agreements have been prepared in consultation with the above-mentioned participants, and subsequently approved by the appropriate authorities.

Such development shall meet to the maximum possible degree the following conditions:

- i) Ensure that development along Waterdown Road, Old Waterdown Road, Flatt Road, Snake Road, York Road, Old York Road, Lemonville Road, Horning Road, and North Service Road be designed so as to preserve the existing open-space setting of the Niagara Escarpment slopes, as well as all creek and stream valleys in the areas.
- ii) Ensure that any development adjacent to creek and stream valleys is designed and located in such a manner as to protect the valleys physically and visually and to enhance them as important natural open space areas within the area covered by the Plan.
- iii) Protect wooded areas, hedgerows, and trees.
- iv) Minimize the number of roads crossing the valleys.

- v) Minimize run-off, siltation, and other pollution of the creek and stream valleys in the areas.
- vi) Satisfy any other conditions required to secure the provisions of the Plan.
- p) In the Special Complementary Use Area located south of Highway 403 and east of Snake Road, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan permits some further industrial development in this area. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until a comprehensive restricted area by-law and development agreements under Section 35a of The Planning Act have been prepared in consultation with municipal authorities, Provincial ministries, and other concerned persons or agencies, and subsequently approved by the appropriate authorities.

Buildings and structures associated with such industrial uses may have a maximum lot coverage of 20%, exclusive of parking, and shall meet the following conditions:

- i) No uses are permitted which might create obnoxious sounds, odours, fumes, or vibrations.
- ii) All uses except parking are enclosed.
- iii) Buildings or structures for industrial uses do not exceed a maximum of one storey in height, and buildings and structures for associated office uses do not exceed a maximum of two storeys.
- iv) Adequate parking facilities are provided on the lands for employees and visitors. The facilities shall be landscaped, suitably screened, and paved with a dust-free all-weather surface.
- v) No outside storage of goods or materials is permitted.
- vi) Railway sidings are permitted if such are compatible with other adjacent uses.
- vii) The open-space character of the area is secured to the maximum possible degree.
- viii) Setbacks for buildings and structures along the Grindstone Creek Valley are not less than 400 feet from the northerly valley rim.

- ix) Ample landscaping, tree planting, and berms are provided on the 400-foot-setback area set out in Clause (viii) above, as well as on the remaining lands.
- x) Wooded areas, hedgerows, and trees are protected to the maximum possible degree.
- xi) The creation of new lots is strictly limited.
- xii) Any other conditions required to secure the provisions of the Plan are satisfied.
- q) In the Special Complementary Use Area located north of Highway 403, between the Burlington Landfill Site and the Burlington-Guelph Electric Transmission Line, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan permits some further industrial development in this area. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until a comprehensive restricted area by-law and development agreements under Section 35a of the Planning Act have been prepared in consultation with municipal authorities, Provincial ministries, and other concerned persons or agencies, and subsequently approved by the appropriate authorities.

Buildings and structures associated with such industrial uses may have a maximum lot coverage of 20%, exclusive of parking, and shall meet the following conditions:

- i) No uses are permitted which might create obnoxious sounds, odours, fumes, or vibrations.
- ii) All uses except parking are enclosed.
- iii) Buildings or structures for industrial purposes do not exceed a maximum of one storey in height, and buildings and structures for associated office uses do not exceed a maximum of two storeys.
- iv) Adequate parking facilities are provided on the lands for employees and visitors. These facilities shall be landscaped, suitably screened, and paved with a dust-free all-weather surface.
- v) No outside storage of goods or materials is permitted.
- vi) The open-space character of the area is secured to the maximum possible degree.

vii) Setbacks for buildings and structures along North Service Road and King Road are not less than 400 feet from the centre line of these roads.

viii) Ample landscaping, tree planting, and berms are provided on the 400-foot-setback areas set out in Clause (vii) above, as well as on the remaining lands.

ix) Wooded areas, hedgerows, and trees are protected to the maximum possible degree.

x) The creation of new lots is strictly limited.

xi) Any other conditions required to secure the provisions of the Plan are satisfied.

r) In the Special Complementary Use Area west of Brant Street and south of Highway 5, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan permits some further urban development in this area. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until a comprehensive restricted area by-law and development agreements under Section 35a of The Planning Act have been prepared in consultation with municipal authorities, Provincial ministries, and other concerned persons or agencies, and subsequently approved by the appropriate authorities.

Should further residential development be permitted under such by-law and development agreements, this development shall have similar characteristics to that generally existing in the Beaufort Heights subdivision on the date of adoption of the Plan. Should the provision of communal sewage facilities be deemed necessary by appropriate authorities, a somewhat higher density, as may be decided by the municipality, may be permitted in the area located southeast of the existing Beaufort Heights subdivision.

Such development shall meet to the maximum possible degree the following conditions:

i) Protect wooded areas, hedgerows, and trees.

ii) Develop and maintain an appearance of natural landscape for the area when it is viewed from points of observation which are located outside the area and face the Niagara Escarpment.

iii) Protect the brow of the Niagara Escarpment by strongly discouraging construction of any buildings and structures adjacent to the brow.

iv) Satisfy any other conditions required to secure the provisions of the Plan.

## **6.3 Southern Link**

### **6.3.1 Map**

Subsection 6.3.1 is Map 3 (the Southern Link) and is to be read together with the text of the Plan.

### **6.3.2 Specific Objectives**

All the objectives of Part 3 apply to this Link, although they are achieved to varying degrees. The following specific objectives apply to this Link and are achieved to varying degrees.

- a) Define the northern limits of the Oakville Urban Area.
- b) Define the northern limits of the Mississauga Urban Area.
- c) Define the southern limits of the Milton West Future Urban Area.
- d) Define the southern limits of the Milton East Future Urban Area.
- e) Define the southern limits of the Mississauga Northwest Urban Area.
- f) Separate by open space the Oakville Urban Area and the Milton West Future Urban Area.
- g) Separate by open space the Oakville Urban Area and the Milton East Future Urban Area.
- h) Separate by open space the Mississauga and Mississauga Northwest Urban Areas.
- i) Include the existing Ontario Hydro facilities.
- j) Minimize the number of transportation routes crossing the Link and connecting the Oakville Urban Area to the Milton West and Milton East Future Urban Areas and connecting the Mississauga Urban Area to the Mississauga Northwest Urban Area.
- k) Identify transportation, communication, and utility corridors to Metropolitan Toronto.
- l) Provide for Highway 403.
- m) Provide for a controlled-access arterial road.
- n) Provide for the possible Dorval Way.

- o) Provide for inter-urban transit to the activity centres of the Milton West Future Urban Area, Milton East Future Urban Area, Mississauga Northwest Urban Area, and Mississauga Urban Area, as well as to Toronto International Airport.
- p) Provide for future utilities.
- q) Provide for public open space at Oakville Creek-East Oakville Creek, Credit River-Mullet Creek, and Centennial Park-Etobicoke Creek.
- r) Provide open space between urban areas so as to maintain the continuity of open space from the Escarpment Link to the rural area east of the Credit River.
- s) Provide for recreational trails and associated facilities between the Escarpment Link and Centennial Park.
- t) Preserve the following prominent natural features:
  - i) Oakville Creek-East Oakville Creek Valleys;
  - ii) Credit River-Mullet Creek Valleys;
  - iii) Etobicoke Creek Valley.
- u) Protect tree stands that are either significant in their own right or serve as buffers.

### 6.3.3

#### ***Implementing Actions***

In cases of discrepancy between the following implementing actions for this Link and the provisions of Part 5, the following implementing actions will prevail.

- a) Restrict the number and location of transportation routes crossing the Link to:
  - i) Existing facilities and their essential expansions;
  - ii) Essential new facilities located, to the maximum possible degree, in the Burlington-Oakville Mini-belt Link, the Oakville-Mississauga Mini-belt Link, and that part of this Link east of the Airport Mini-belt Link.
- b) Acquire a right-of-way approximately 400 feet wide between the Escarpment Link and Ninth Line for the construction of Highway 403.
- c) Acquire a right-of-way approximately 500 feet wide between Ninth Line and Cawthra Road for the construction of Highway 403.

- d) Acquire a right-of-way approximately 200 feet wide between Highway 403 and Dixie Road for the construction of a controlled-access arterial road.
- e) Acquire a right-of-way approximately 200 feet wide between Dixie Road and Eglinton Avenue in Etobicoke for possible construction of a controlled-access arterial road.
- f) Acquire the required right-of-way for the possible construction of Dorval Way where it crosses the Link.
- g) Acquire a right-of-way approximately 100 feet wide for inter-urban transit between the Escarpment Link and Highway 401-Renforth Drive.
- h) Acquire a right-of-way approximately 100 feet wide for future utilities between the Escarpment Link and Renforth Drive.
- i) Acquire lands for the following Public Open Space Areas:
  - i) Oakville Creek-East Oakville Creek;
  - ii) Credit River-Mullet Creek;
  - iii) Etobicoke Creek-Centennial Park.
- j) Ensure a coordinated design of Highway 403, inter-urban transit, and future utilities crossing the Credit River Valley to preserve the valley to the maximum possible degree as a prominent natural feature.
- k) Provide setback for all buildings or structures along the Credit River-Mullet Creek Public Open Space Area to ensure that development does not overpower the valleys when viewed from the valley floor and to prevent damage to the valley rims through construction close to the valley.
- l) Develop recreational trails and associated facilities between the Escarpment Link and Centennial Park.
- m) Ensure that the design, development, and use of the Public Open Space Areas minimize any detrimental effect on woodlots, hedgerows, and the following prominent natural features:
  - i) Oakville Creek-East Oakville Creek Valleys;
  - ii) Credit River-Mullet Creek Valleys;
  - iii) Etobicoke Creek Valley.

n) In the Special Complementary Use Area consisting of Croatian Park, located south of Eglinton Avenue at the Credit River, permit open-space, outdoor recreational, and outdoor institutional uses and associated buildings and structures. Such uses shall meet to the maximum possible degree the following conditions:

- i) All natural features are preserved.
- ii) Buildings and structures have very low lot coverage, very limited height, and very low mass appearance.
- iii) Buildings and structures are located in a manner that secures the open-space character of the area.
- iv) Landscaping and berms are provided to enhance the open-space character of the area.
- v) Any other conditions required to secure the provisions of the Plan are satisfied.

o) In the Special Complementary Use Area located north of Burnhamthorpe Road and east of the Credit River, permit agricultural, open-space, and outdoor recreational uses and only essential associated buildings and structures. Such uses shall meet to the maximum possible degree the following conditions:

- i) Preserve and enhance the open-space character of the area.
- ii) Protect trees and protect the slopes of the Credit River Valley and a strip of tableland adjacent to the valley rim from cut and fill operations and from construction of buildings and structures.
- iii) Permit only buildings and structures of very low lot coverage, very limited height, and very limited mass appearance.
- iv) Satisfy other conditions required to secure the provisions of the Plan.

p) In the Special Complementary Use Area south of Mullet Creek and west of the Credit River, permit open-space, outdoor recreational, and outdoor institutional uses, with only such accessory buildings and structures that cannot reasonably be located outside the area covered by the Plan. Such uses shall meet to the maximum possible degree the conditions in Paragraph 6.3.3. (n).

q) In the Special Complementary Use Area extending west from Etobicoke Creek, permit open-space and outdoor recreational uses, with only those accessory buildings and structures that cannot reasonably be located outside the area covered by the Plan. Such uses shall meet to the maximum possible degree the conditions in Paragraph 6.3.3 (n).

r) Provide an approximately 100-foot-wide buffer strip on the south side of Highway 403 between the Oakville-Mississauga Mini-belt Link and the Credit River-Mullet Creek Public Open Space Area.

## **6.4 Northern Link (Milton To Woodbridge)**

### **6.4.1 Map**

Subsection 6.4.1 is Map 4 (the Northern Link: Milton to Woodbridge) and is to be read together with the text of the Plan.

### **6.4.2 Special Objectives**

All the objectives of Part 3 apply to this Link, although they are achieved to varying degrees. The following specific objectives apply to this Link and are achieved to varying degrees.

- a) Define the eastern limits of the Built-up Area at Milton.
- b) Define the northern limits of the Milton East Future Urban Area.
- c) Define the northern limits of the Mississauga Northwest Urban Area.
- d) Define the southern limits of the Brampton Urban Area.
- e) Define the northern limits of the Mississauga Industrial Area.
- f) Define the northern limits of the Metropolitan Toronto Urban Area.
- g) Define the southern limits of the Built-up Area at Woodbridge.
- h) Separate by open space the Brampton Urban Area and the Mississauga Industrial Area.
- i) Separate by open space the Brampton and the Metropolitan Toronto Urban Areas.
- j) Separate by open space the Built-up Area at Woodbridge and the Metropolitan Toronto Urban Area.
- k) Where possible, include CP Rail and CNR lines and existing Highway 401.

- l) Minimize the number of transportation routes crossing the Link.
- m) Identify a transportation, communication, and utility corridor to western Ontario.
- n) Provide for the possible extension of Dorval Way between the Burlington-Oakville Mini-belt Link and Highway 401.
- o) Provide for future widening of Highway 401.
- p) Provide for the future extension of the Highway 403-Queen Elizabeth Way Link Highway between the Oakville-Mississauga Mini-belt Link and Highway 401.
- q) Provide for Highway 407 and for Highways 410 and 427 where they cross the Link.
- r) Provide for Ontario Hydro facilities, including the following:
  - i) Milton Transformer Station, a railway spur to the site, and associated transmission facilities to the north of the station;
  - ii) Transmission facilities from Milton Transformer Station to Claireville Transformer Station;
  - iii) Transmission facilities from Milton Transformer Station to the Oakville-Mississauga Mini-belt Link;
  - iv) Claireville Transformer Station, a railway spur to the site, and associated transmission facilities;
  - v) Bramalea Transformer Station, a railway spur to the site, and associated transmission facilities.
- s) Provide for future utilities.
- t) Provide for public open space at the Credit River, Etobicoke Creek, and the West Humber River.
- u) Provide open space between the Brampton Urban Area and the Metropolitan Toronto Urban Area/Mississauga Industrial Area so as to maintain the continuity of open space from the rural area west of Highway 410 to the rural area east of the Brampton Urban Area.
- v) Provide for recreational trails and associated facilities between the Burlington-Oakville Mini-belt Link and Martin Grove Road.

w) Preserve the following prominent natural features:

- i) Credit River Valley;
- ii) Etobicoke Creek Valley;
- iii) West Humber River Valley.

x) Protect tree stands that are either significant in their own right or serve as buffers.

#### **6.4.3 Implementing Actions**

In cases of discrepancy between the following specific implementing actions for this Link and the provisions of Part 5, the following implementing actions will prevail.

a) Restrict the number and location of transportation routes crossing the Link to:

i) Existing facilities and their essential expansions;

ii) Dorval Way, the Highway 403-Queen Elizabeth Way Link Extension, Highway 410, Highway 427, and other essential new facilities consistent with the Plan.

b) Acquire the required right-of-way for the possible construction of Dorval Way.

c) Acquire land for widening the Highway 401 right-of-way by approximately 100 feet.

d) Acquire a right-of-way approximately 300 feet wide for the future construction of an extension of the Highway 403-Queen Elizabeth Way Link Highway.

e) Acquire a right-of-way approximately 300 feet wide between Highway 401 and Highway 410 for the construction of Highway 407.

f) Acquire a right-of-way approximately 500 feet wide between Highway 410 and Martin Grove Road for the construction of Highway 407.

g) Acquire the necessary right-of-way for Highway 410.

h) Acquire the necessary right-of-way for Highway 427.

i) Acquire lands for the construction of the Ontario Hydro Milton Transformer Station, including a railway spur to the site and associated transmission facilities to the north of the station.

- j) Acquire lands for the construction of the Ontario Hydro Claireville Transformer Station, including a railway spur to the site and associated transmission facilities.
- k) Acquire lands for the construction of the Ontario Hydro Bramalea Transformer Station, including a railway spur to the site and associated transmission facilities.
- l) Acquire rights-of-way as follows for the construction of Ontario Hydro facilities:
  - i) Approximately 545 feet wide between Milton Transformer Station and Claireville Transformer Station, widening to approximately 800 feet where Toronto International Airport height constraints apply;
  - ii) Approximately 545 feet wide between Milton Transformer Station and the Oakville-Mississauga Mini-belt Link.
- m) Acquire a right-of-way approximately 100 feet wide for future utilities between Steeles Avenue at Highway 401 and Martin Grove Road.
- n) In the Special Complementary Use Area located north of the CP Rail line between Fourth Line and Third Line, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan recognizes that the area may be designated for low-density urban residential development, subject to the availability of adequate and acceptable services. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until a comprehensive official plan amendment has been prepared in consultation with appropriate municipal authorities, Provincial ministries, and other concerned persons and agencies, and subsequently approved by the appropriate authorities.

Such development shall meet to the maximum possible degree the following conditions:

- i) Maintain and enhance the open-space character of the area.
- ii) Protect watercourses, valley lands, wooded areas, hedge-rows, and prominent trees.
- iii) Ensure that the pattern and nature of urban development in the area secure an overall open-space appearance.
- iv) Locate development in such a manner as to retain the open-space character of the area along Highway 401, Third Line, and Fourth Line.

- v) Provide ample landscaping, tree planting, and berms in the areas set out in Clause (iv) above, as well as on the remaining lands.
- vi) Satisfy any other conditions required to secure the provisions of the Plan.
- o) In the General Complementary Use Area located south of Hallstone Road and north of the proposed Highway 407, between Creditview Road and Mississauga Road, the Plan does not preclude consideration by the local and regional municipalities of the development of a cooperative farm scheme, including a cluster residential component, for this area, together with other adjacent lands outside the area covered by the Plan. Such a scheme would not require an amendment to the Plan, provided that the conditions set out in Paragraph 5.5.1 (b) are met.
- p) In the Credit River-Meadowvale Public Open Space Area, the Plan permits the re-alignment and widening of Derry Road through the area covered by the Plan, if the Peel Regional Council so decides.
- q) In the Special Complementary Use Area consisting of Brampton Golf Course and Peel Village Golf Course, encourage the continuation of the existing uses and permit open-space and recreational uses, including associated buildings and structures. Such uses shall meet to the maximum possible degree the following conditions:
  - i) All natural features are preserved.
  - ii) Buildings and structures have very low lot coverage, limited height, and low mass appearance.
  - iii) Buildings and structures are located in a manner that will secure the open-space character of the area.
  - iv) Landscaping and berms are provided to enhance the open-space character of the area.
  - v) Any other conditions required to secure the provisions of the Plan are satisfied.
- r) In the Special Complementary Use Areas at Etobicoke Creek, permit open-space and outdoor recreational uses and only those associated buildings and structures that cannot reasonably be located outside the area covered by the Plan. Such uses shall meet to the maximum possible degree the following conditions:
  - i) Protect the Etobicoke Creek Valley visually and physically from construction of buildings and structures.

- ii) Protect tree stands, hedgerows, and prominent trees.
- iii) Maintain and enhance the existing open-space character of the area.
- iv) Satisfy any other conditions required to secure the provisions of the Plan.

s) In the Special Complementary Use Area located at Bramalea Road, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan accepts that the lot coverage by the building existing on the date of the adoption of the Plan may be expanded by 50%. Such expansion shall meet the following conditions:

- i) The height of such expansion does not exceed the height of the building on the date of the adoption of the Plan.
- ii) No outside storage of goods or material is permitted.
- iii) Ample landscaping, tree planting, and berms are provided along Bramalea Road and the proposed Highway 407.
- iv) Any other conditions required to secure the provisions of the Plan are satisfied.

t) In the Special Complementary Use Areas located between Torbram Road and Claireville Conservation Area, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan permits some further industrial development in this area. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until a comprehensive restricted area by-law and development agreements under Section 35a of The Planning Act have been prepared in consultation with municipal authorities, Provincial ministries, and other concerned persons or agencies, and subsequently approved by the appropriate authorities.

Buildings and structures associated with such industrial uses may have a maximum lot coverage of 25%, exclusive of parking, for lots of 25 acres or more, and a maximum lot coverage of 20%, exclusive of parking, for lots less than 25 acres, provided that the following conditions are met:

- i) No uses are permitted which might create obnoxious sounds, odours, fumes, or vibrations.
- ii) All uses except parking are enclosed.
- iii) Buildings or structures for industrial purposes do not exceed a maximum of one storey in height, and buildings and structures for associated office uses do not exceed a maximum of two storeys.
- iv) Adequate parking facilities are provided on the lands for employees and visitors. These facilities shall be landscaped, suitably screened, and paved with a dust-free all-weather surface.
- v) No outside storage of goods or materials is permitted.
- vi) Railway sidings are permitted if such are compatible with other adjacent uses.
- vii) The open-space character of the area is secured to the maximum possible degree.
- viii) Setbacks for buildings and structures along Highway 407, Steeles Avenue, Goreway Drive, and Airport Road are not less than 400 feet from the said roads, where the ownership pattern existing on the date of the adoption of the Plan allows for such setbacks.
- ix) Ample landscaping, tree planting, and berms are provided on the 400-foot-setback areas set out in Clause (viii) above, as well as on the remaining lands.
- x) Wooded areas, hedgerows, and trees are protected to the maximum possible degree.

xi) The creation of new lots is strictly limited, and lots smaller than 25 acres are not created for industrial uses.

xii) Any other conditions required to secure the provisions of the Plan are satisfied.

u) Acquire lands for the following Public Open Space Areas:

i) Credit River (Meadowvale);

ii) Etobicoke Creek;

iii) West Humber River (Claireville).

v) Ensure that the design, development, and use of the Public Open Space Areas minimize any detrimental effect on woodlots, hedgerows, and the following prominent natural features:

i) Credit River Valley;

ii) Etobicoke Creek Valley;

iii) West Humber River Valley.

w) Develop recreational trails and associated facilities between the Burlington-Oakville Mini-belt Link and Martin Grove Road.

## **6.5 Northern Link (Woodbridge To Markham)**

**6.5.1** Subsection 6.5.1 is Map 5 (the Northern Link: Woodbridge to  
**Map** Markham) and is to be read together with the text of the Plan.

**6.5.2** All objectives of Part 3 apply to this Link, although they are  
**Specific Objectives** achieved to varying degrees. The following specific objectives apply to this Link and are achieved to varying degrees.

a) Define the northern limits of the Metropolitan Toronto Urban Area.

b) Define the southern limits of the Built-up Area at Woodbridge.

c) Define the southern and western limits of the Richmond Hill Urban Area.

d) Define the southern limits of the Built-up Area at Unionville.

- e) Define the southern limits of the Built-up Area at Markham.
- f) Separate by open space the Built-up Area at Woodbridge and the Metropolitan Toronto Urban Area.
- g) Separate by open space the Richmond Hill Urban Area and the Metropolitan Toronto Urban Area.
- h) Separate by open space the Built-up Area at Unionville and the Metropolitan Toronto Urban Area.
- i) Separate by open space the Built-up Area at Markham and the Metropolitan Toronto Urban Area.
- j) Include the CNR line and Highway 7, where possible.
- k) Minimize the number of transportation routes crossing the Link.
- l) Provide for Highway 407.
- m) Provide for Highway 404.
- n) Provide for Ontario Hydro facilities, including the following:
  - i) Transmission facilities from Claireville Transformer Station to Parkway Transformer Station;
  - ii) Parkway Transformer Station, a railway spur to the site, and associated transmission facilities;
  - iii) Transmission facilities from Parkway Transformer Station to Highway 48.
- o) Provide for the York-Durham Servicing System.
- p) Provide for future utilities.
- q) Provide for public open space at the Humber River, Black Creek, Little Don River, German Mills Creek, and the Rouge River.
- r) Provide for the continuity of open space from:
  - i) The rural area west of Woodbridge to the rural area east of it;
  - ii) The rural area west of Richmond Hill to the rural area east of it;
  - iii) The rural area west of Unionville to Highway 48.

s) Provide for recreational trails and associated facilities between Martin Grove Road and the Milne Conservation Area.

t) Preserve the following prominent natural features:

- i) Humber River Valley;
- ii) Don River Valley;
- iii) Little Don River Valley;
- iv) German Mills Creek Valley;
- v) Rouge River Valley.

u) Protect tree stands that are either significant in their own right or serve as buffers.

### 6.5.3

#### *Implementing Actions*

In cases of discrepancy between the following specific implementing actions for this Link and the provisions of Part 5, the following implementing actions will prevail.

a) Restrict the number of transportation routes crossing the Link to:

- i) Existing facilities and their essential expansions;
- ii) Highway 404;
- iii) Essential new facilities that are consistent with the Plan.

b) Acquire a right-of-way approximately 500 feet wide for the construction of Highway 407.

c) Acquire lands for Highway 404.

d) Acquire lands for the construction of the Ontario Hydro Parkway Transformer Station and associated transmission facilities, including a railway spur to the site.

e) Acquire rights-of-way as follows for the construction of Ontario Hydro facilities:

- i) Approximately 545 feet wide between Claireville Transformer Station and Parkway Transformer Station;
- ii) Approximately 660 feet wide between Parkway Transformer Station and Highway 48.

f) Acquire rights-of-way for the construction of the York-Durham Servicing System.

g) Acquire a right-of-way approximately 100 feet wide for future utilities between Martin Grove Road and Highway 48.

h) Acquire lands for the following Public Open Space Areas:

i) Humber River;

ii) Black Creek;

iii) Little Don River;

iv) German Mills Creek.

i) Ensure that the design, development, and use of the Public Open Space Areas minimize any detrimental effect on woodlots, hedgerows, and the following prominent natural features:

i) Humber River Valley;

ii) Little Don River Valley;

iii) German Mills Creek Valley.

j) Develop recreational trails and associated facilities between Martin Grove Road and the Milne Conservation Area.

k) In the Special Complementary Use Areas consisting of Riverside Golf Course, Uplands Golf Course, Thornhill Golf Course, and Unionville Fairways Golf Course, encourage the continuation of the existing uses and permit open-space and recreational uses, including associated buildings and structures. Such uses shall meet to the maximum possible degree the following conditions:

i) All natural features are preserved.

ii) Buildings and structures have very low lot coverage, limited height, and low mass appearance.

- iii) Buildings and structures are located in a manner that will secure the open-space character of the area.
- iv) Landscaping and berms are provided to enhance the open-space character of the area.
- v) Any other conditions required to secure the provisions of the Plan are satisfied.

l) In the Special Complementary Use Areas located between Pine Valley Drive and the CNR Newmarket Subdivision line in Concession III in the Town of Vaughan, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan permits some further industrial development in this area. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until a comprehensive restricted area by-law and development agreements under Section 35a of The Planning Act have been prepared in consultation with municipal authorities, Provincial ministries, and other concerned persons or agencies, and subsequently approved by the appropriate authorities.

Where no industrial buildings or structures existed on the date of the adoption of the Plan, buildings and structures associated with industrial uses may have a maximum lot coverage of 20%, exclusive of parking. Should there be existing industrial buildings or structures on the date of the adoption of the Plan, total expansion of such buildings and structures may be permitted to a maximum lot coverage of 25%, exclusive of parking.

Industrial uses shall meet the following conditions:

- i) No uses are permitted which might create obnoxious sounds, odours, fumes, or vibrations.
- ii) All uses except parking are enclosed.
- iii) Buildings or structures for industrial uses do not exceed a maximum of one storey in height, and buildings and structures for associated office uses do not exceed a maximum of two storeys.
- iv) Adequate parking facilities are provided on the lands for employees and visitors. These facilities shall be landscaped, suitably screened, and paved with a dust-free all-weather surface.
- v) No outside storage of goods or materials is permitted.

- vi) Development is located in such a manner as to secure the open-space character along Highway 407, the Highway 400-Highway 407 interchange, Pine Valley Drive, Weston Road, Jane Street, and Keele Street.
- vii) Ample landscaping, tree planting, and berms are provided on areas set out in Clause (vi) above, as well as on the remaining lands.
- viii) Wooded areas, hedgerows, and trees are protected to the maximum possible degree.
- ix) The creation of new lots is strictly limited.
- x) Any other conditions required to secure the provisions of the Plan are satisfied.
- m) In the Special Complementary Use Area located in Lot II, Concession II, Town of Vaughan, ensure the continuation of the existing use of "Sugar Bush." However, should the existing use be endangered or should the owner request, the area will be acquired by the Province.
- n) In the Special Complementary Use Area located in Lots 37 and 38, Concession I, Town of Richmond Hill, protect to the maximum possible degree trees and the Little Don River floodplain, valley slopes, and valley rim from cut and fill operations and construction of buildings and structures.
- o) In the Special Complementary Use Area located between Highway 404 and the Parkway Transformer Station, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan recognizes that the development of a solid waste management scheme in this area is appropriate, provided that the lands will be ultimately used for open-space and recreational facilities. A comprehensive study, setting out the appropriate conditions for the preparation of a comprehensive restricted area by-law and development agreements under Section 35a of The Planning Act shall be prepared in consultation with municipal authorities, Provincial ministries, and other concerned persons or agencies. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until such a study is carried out and the required by-law and development agreements have been prepared in consultation with the above-mentioned participants, and subsequently approved by the appropriate authorities.

Such development shall meet to the maximum possible degree the following conditions:

- i) Maintain and enhance the open-space character of the area.
- ii) Protect wooded areas, hedgerows, and trees.
- iii) Protect valleys and watercourses.
- iv) Satisfy any other conditions required to secure the provisions of the Plan.

## **6.6 Burlington-Oakville Mini-belt Link**

### **6.6.1 Map**

Subsection 6.6.1 is Map 6 (the Burlington-Oakville Mini-belt Link) and is to be read together with the text of the Plan.

### **6.6.2 Specific Objectives**

All the objectives of Part 3 apply to this Link, although they are achieved to varying degrees. The following specific objectives apply to this Link and are achieved to varying degrees.

- a) Define the eastern limits of the Burlington Urban Area.
- b) Define the eastern and northern limits of the Milton West Future Urban Area.
- c) Define the southern and eastern limits of the Built-up Area at Milton.
- d) Define the western limits of the Oakville Urban Area.
- e) Define the western limits of the Milton East Future Urban Area.
- f) Separate by open space the Burlington and Oakville Urban Areas.
- g) Separate by open space the Milton East and Milton West Future Urban Areas.
- h) Separate by open space the Milton East Future Urban Area and the Built-up Area at Milton.
- i) Separate by open space the Milton West Future Urban Area and the Built-up Area at Milton.

- j) Include the existing Ontario Hydro facilities and Highway 25, where possible.
- k) Minimize the number of transportation routes crossing the Link and connecting the Burlington Urban Area to the Oakville Urban Area, connecting the Milton West Future Urban Area to the Milton East Future Urban Area, and connecting the Milton West and the Milton East Future Urban Areas to the Built-up Area at Milton.
- l) Provide for the possible Dorval Way between the Southern Link (Highway 403) and the Northern Link (Highway 401).
- m) Encourage the use of land for agricultural purposes in areas of good soil quality and where operations will secure the provisions of the Plan.
- n) Provide for public open space along Bronte Creek, Fourteen Mile Creek, Oakville Creek, and East Oakville Creek.
- o) Provide for the integrated planning and development of a public open-space area comprising Bronte Creek Provincial Park, the Fourteen Mile Creek Valley, and the lands between.
- p) Provide for the continuity of open space from the Lake Ontario shoreline through the Escarpment Link to the rural area west of Milton West, and from the Southern Link to the rural areas west and north of the Built-up Area at Milton.
- q) Provide for recreational trails and associated facilities along Bronte Creek, Oakville Creek, and East Oakville Creek.
- r) Preserve the following prominent natural features:
  - i) Bronte Creek Valley;
  - ii) Fourteen Mile Creek Valley;
  - iii) Oakville Creek Valley;
  - iv) East Oakville Creek Valley.
- s) Protect tree stands that are either significant in their own right or serve as buffers.

### 6.6.3

#### ***Implementing Actions***

In cases of discrepancy between the following specific implementing actions for this Link and the provisions of Part 5, the following implementing actions will prevail.

- a) Restrict the number of transportation routes crossing the Link to:
  - i) Existing facilities and their essential expansions;
  - ii) Highway 403, inter-urban transit facilities, and other essential new facilities consistent with the Plan.
- b) Acquire the required right-of-way between the Southern Link and the Northern Link for the possible construction of Dorval Way.
- c) Encourage the continued operation of the existing parks and marina.
- d) Acquire lands for the following Public Open Space Areas:
  - i) Bronte Creek and tributary south of the Queen Elizabeth Way;
  - ii) Oakville Creek;
  - iii) East Oakville Creek;
  - iv) Fourteen Mile Creek and the area between it and Highway 25, north of the Queen Elizabeth Way.
- e) Ensure that the design, development, and use of the Public Open Space Areas minimize any detrimental effect on woodlots, hedgerows, and the following prominent natural features:
  - i) Bronte Creek Valley;
  - ii) Oakville Creek Valley;
  - iii) East Oakville Creek Valley;
  - iv) Fourteen Mile Creek Valley.
- f) Develop recreational trails and associated facilities in the following areas:
  - i) Bronte Creek between Lake Ontario and the Southern Link;
  - ii) Oakville Creek between the Southern Link and the Niagara Escarpment Planning Area;
  - iii) East Oakville Creek from the Southern Link northwards.

g) Encourage a fisheries rehabilitation program for Bronte Creek, including measures to maintain the present high quality of the creek water.

h) In the Special Complementary Use Area located between Fourth Line, Derry Road, Third Line, and the CP Rail line, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan recognizes that the area may be designated for low-density urban residential development, subject to the availability of adequate and acceptable services. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until a comprehensive official plan amendment has been prepared in consultation with appropriate municipal authorities, Provincial agencies, and other concerned persons and agencies, and subsequently approved by the appropriate authorities.

Such development shall meet to the maximum possible degree the following conditions:

i) Maintain and enhance the open-space character of the area.

ii) Protect watercourses, valley lands, wooded areas, hedge-rows, and prominent trees.

iii) Ensure that the pattern and nature of urban development in the area secure an overall open-space appearance.

iv) Locate development in such a manner as to retain the open-space character of the area along Derry Road, Third Line, and Fourth Line.

v) Provide ample landscaping, tree planting, and berms in the areas set out in Clause (iv) above, as well as on the remaining lands.

vi) Satisfy any other condition required to secure the provisions of the Plan.

i) In the Special Complementary Use Area located in Lots 5 to 9, inclusive, at Oakville Creek, permit agricultural and open-space uses, with only those associated buildings and structures that cannot reasonably be located outside this area. Such uses shall meet to the maximum possible degree the following conditions:

i) All natural features are preserved.

ii) Buildings and structures have very low lot coverage, very limited height, and very low mass appearance.

- iii) Buildings and structures are located in a manner that will secure the open-space character of the area.
  - iv) Landscaping and berms are provided to enhance the open-space character of the area.
  - v) Any other conditions required to secure the provisions of the Plan are satisfied.
- j) In the Special Complementary Use Area consisting of Sikorski Park, located at Oakville Creek, permit agricultural, open-space, outdoor recreational, and outdoor institutional uses and associated buildings and structures. Such uses shall meet to the maximum possible degree the conditions in Paragraph 6.6.3 (i).
- k) In the Special Complementary Use Area located in Concession I, S.D.S., permit agricultural and open-space uses, with only those buildings and structures that cannot reasonably be located outside the area covered by the Plan. Such uses shall meet to the maximum possible degree the conditions in Paragraph 6.6.3 (i).
- l) In the Special Complementary Use Area located in Concession III, S.D.S., Town of Oakville, permit open-space and outdoor recreational uses, with only those associated buildings and structures that cannot reasonably be located outside the area covered by the Plan. Such uses shall meet to the maximum possible degree the conditions in Paragraph 6.6.3 (i).
- m) In the Special Complementary Use Area located in Concession IV, S.D.S., protect to the maximum possible degree trees and the Bronte Creek Valley rim and slopes from cut and fill operations and construction of buildings and structures.

## **6.7**

### **Oakville-Mississauga Mini-belt Link**

#### **6.7.1** **Map**

Subsection 6.7.1 is Map 7 (the Oakville-Mississauga Mini-belt Link) and is to be read together with the text of the Plan.

#### **6.7.2** **Specific Objectives**

All objectives of Part 3 apply to this Link, although they are achieved to varying degrees. The following specific objectives apply to this Link and are achieved to varying degrees.

- a) Define the eastern limits of the Oakville Urban Area.
- b) Define the eastern limits of the Milton East Future Urban Area.
- c) Define the western limits of the Mississauga Urban Area.
- d) Define the western limits of the Mississauga Northwest Urban Area.
- e) Separate by open space the Oakville and Mississauga Urban Areas.
- f) Separate by open space the Milton East Future Urban Area and the Mississauga Northwest Urban Area.
- g) Include the existing Ontario Hydro facilities, where possible.
- h) Minimize the number of transportation routes crossing this Link and connecting the Oakville Urban Area to the Mississauga Urban Area and connecting the Milton East Future Urban Area to the Mississauga Northwest Urban Area.
- i) Provide for the Highway 403-Queen Elizabeth Way Link Highway.
- j) Provide for a possible extension of the Highway 403-Queen Elizabeth Way Link Highway between the Southern Link (Highway 403) and the Northern Link (Highway 401).
- k) Provide for Ontario Hydro facilities, including the following:
  - i) Trafalgar Transformer Station, a railway spur to the site, and associated transmission facilities north of the station to the Northern Link and south of the station to the existing Ontario Hydro rights-of-way and Oakville Station;
  - ii) Oakville Transformer Station and possible future generating station facilities at Lake Ontario;
  - iii) Transmission facilities between Oakville Transformer Station and the possible future generating station at Lake Ontario.
- l) Provide for public open space along Joshua Creek and at the Lake Ontario shoreline.
- m) Provide for the continuity of open space from the Lake Ontario shoreline to the Northern Link and the rural area beyond.
- n) Provide for recreational trails and associated facilities along Joshua Creek and extending to the Northern Link.

o) Preserve the following prominent natural features:

i) Joshua Creek Valley;

ii) Forested areas of Lots 6, 7, and 8 in Concession I, S.D.S., and Lot 7 in Concession II, S.D.S.

p) Protect tree stands that are either significant in their own right or serve as buffers.

### **6.7.3**

#### ***Implementing Actions***

In cases of discrepancy between the following specific implementing actions for this Link and the provisions of Part 5, the following implementing actions will prevail.

a) Restrict the number of transportation routes crossing the Link to:

i) Existing facilities and their essential expansions;

ii) Speers Road;

iii) Highway 403, inter-urban transit facilities, and other essential new facilities consistent with the Plan.

b) Acquire a right-of-way approximately 330 feet wide between the Queen Elizabeth Way and the Southern Link (Highway 403) for the construction of the Highway 403-Queen Elizabeth Way Link Highway.

c) Acquire a right-of-way approximately 300 feet wide between the Southern Link (Highway 403) and the Northern Link (Highway 401) for the construction of the possible extension of the Highway 403-Queen Elizabeth Way Link Highway.

d) Acquire rights-of-way as follows for the construction of Ontario Hydro facilities:

i) Approximately 545 feet wide between the Northern Link and Trafalgar Transformer Station for a transmission line and railway spur;

ii) Approximately 525 feet wide between the Southern Link and the existing east-west Ontario Hydro right-of-way in Concession I, S.D.S.;

- iii) Approximately 275 feet wide between the existing east-west right-of-way in Concession I, S.D.S., and Oakville Transformer Station;
- iv) Approximately 275 feet wide between Oakville Transformer Station and the possible future generating station at Lake Ontario.
- e) Reserve the existing Ontario Hydro site and rights-of-way for future flexibility.
- f) Acquire lands for the following Public Open Space Areas:
  - i) Joshua Creek Valley and adjacent wooded areas in Lots 6, 7, and 8, Concession I, S.D.S., and Lots 6 and 7, Concession II, S.D.S.;
  - ii) Joshua Creek Valley between Lake Ontario and the proposed Ford Drive extension.
- g) Ensure that the design, development, and use of the Public Open Space Areas minimize any detrimental effect on woodlots, hedgerows, and the following prominent natural features:
  - i) Joshua Creek Valley;
  - ii) Forested areas of Lots 6, 7, and 8, Concession I, S.D.S., and Lots 6 and 7, Concession II, S.D.S.
- h) Develop recreational trails and associated facilities between Lake Ontario and the Northern Link, which as much as possible will follow Joshua Creek and link the Public Open Space Areas along the creek.
- i) In the Special Complementary Use Area located in Concession I, N.D.S., and Concession I, S.D.S., permit agricultural, open-space and outdoor recreational uses, with only such associated buildings and structures that cannot reasonably be located outside this area. Such uses shall meet to the maximum possible degree the following conditions:
  - i) Protect the Joshua Creek Valley floor, slopes, and rim from cut and fill operations and construction of buildings and structures.
  - ii) Protect tree stands, hedgerows, and prominent trees.
  - iii) Ensure that development to occur on tablelands adjacent to the westerly Joshua Creek Valley is designed and located in such a manner as to protect the valley physically and visually and to enhance it as an important natural open space within the area covered by the Plan.

iv) Satisfy any other conditions required to secure the provisions of the Plan.

j) In the Special Complementary Use Area located north of the Queen Elizabeth Way and west of Ninth Line, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan permits some further industrial development in this area. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until a comprehensive restricted area by-law and development agreements under Section 35a of The Planning Act have been prepared in consultation with municipal authorities, Provincial ministries, and other concerned persons or agencies, and subsequently approved by the appropriate authorities.

Buildings and structures associated with such industrial uses may have a maximum lot coverage of 25%, exclusive of parking, and shall meet the following conditions:

i) No uses are permitted which might create obnoxious sounds, odours, fumes, or vibrations.

ii) All uses except parking are enclosed.

iii) Buildings or structures for industrial purposes do not exceed a maximum of one storey in height, and buildings and structures for associated office uses do not exceed a maximum of two storeys.

iv) Adequate parking facilities are provided on the lands for employees and visitors. These facilities shall be landscaped, suitably screened, and paved with a dust-free all-weather surface.

v) No outside storage of goods or materials is permitted.

vi) The open-space character of the area is secured to the maximum possible degree.

vii) Setbacks for buildings and structures along the limits of the Special Complementary Use Area are not less than 200 feet.

viii) Ample landscaping, tree planting, and berms are provided on the 200-foot-setback area set out in Clause (vii) above, as well as on the remaining lands.

ix) Hedgerows and trees are protected to the maximum possible degree.

x) The creation of new lots is strictly limited.

xi) Any other conditions required to secure the provisions of the Plan are satisfied.

k) In the Special Complementary Use Area located in Lots 4 and 5 of Concession II, S.D.S., permit open-space and outdoor recreational uses and limited parking facilities. Such uses shall meet to the maximum possible degree the following conditions:

i) Protect the Joshua Creek Valley and the tree stand.

ii) Provide landscaping and berms between the permitted uses and the Queen Elizabeth Way, Ford Drive, and possible trails in the Joshua Creek Valley.

iii) Retain and enhance the open-space character of the area.

iv) Satisfy any other conditions required to secure the provisions of the Plan.

Notwithstanding the above, permit any other use directly associated with the uses of the lands, buildings, and structures located immediately to the west of this Special Complementary Use Area, if such use cannot reasonably be accommodated on those lands. Such use of land, buildings, and structures shall be designed in such a manner as to accomplish to the maximum possible degree the objectives of the Plan. The precise alignment or re-alignment of the electric transmission line crossing this area will be determined by the appropriate authorities or agencies, in consultation with the owners.

l) In the Special Complementary Use Area located in Concession III, S.D.S., south of Royal Windsor Drive and north of the electric transmission line, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan permits some further industrial development in this area. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until a comprehensive restricted area by-law and development agreements under Section 35a of The Planning Act have been prepared in consultation with municipal authorities, Provincial ministries, and other concerned persons or agencies, and subsequently approved by the appropriate authorities.

Buildings and structures associated with such industrial uses may have a maximum lot coverage of 25%, exclusive of parking, and shall meet the following conditions:

- i) No uses are permitted which might create obnoxious sounds, odours, fumes, or vibrations.
  - ii) All uses except parking are enclosed.
  - iii) Buildings or structures for industrial purposes do not exceed a maximum of one storey in height, and buildings and structures for associated office uses do not exceed a maximum of two storeys.
  - iv) Adequate parking facilities are provided on the lands for employees and visitors. These facilities shall be landscaped, suitably screened, and paved with a dust-free all-weather surface.
  - v) No outside storage of goods or materials is permitted.
  - vi) The open-space character of the area is secured to the maximum possible degree.
  - vii) Setbacks for buildings and structures along Royal Windsor Drive and the future Ford Drive are not less than 400 feet from the centre line of these roads.
  - viii) Ample landscaping, tree planting, and berms are provided on the 400-foot-setback areas set out in Clause (vii) above, as well as on the remaining lands.
  - ix) Hedgerows and trees are protected to the maximum possible degree.
  - x) The creation of new lots is strictly limited.
  - xi) Any other conditions required to secure the provisions of the Plan are satisfied.
- m) In the Special Complementary Use Area located in Concession III, S.D.S., south of the railway spur line, permit uses set out in Subsection 5.5.1.

Subject to Subsection 5.1.3, the Plan recognizes that some form of urban development is permitted in this area. The Plan does not permit uses beyond those set out in Subsection 5.5.1 until a restricted area by-law, plans of subdivision, and development agreements under Section 35a of The Planning Act have been prepared in consultation with municipal authorities, Provincial ministries, and other concerned persons or agencies, and subsequently approved by the appropriate authorities.

Such by-law, plans of subdivision, and development agreements may allow residential development to a maximum density of three dwelling units per gross acre, in a cluster form recognizing the open-space concept, and shall meet to the maximum possible degree the following conditions:

- i) Maintain and enhance the open-space character of the area.
  - ii) Protect wooded areas, hedgerows, and trees.
  - iii) Ensure that the pattern, design, and nature of urban development is such that the overall open-space appearance of the area is secured.
  - iv) Locate such development so as to retain the open-space character of the area along Winston Churchill Boulevard, Ford Drive, and the north side of the Joshua Creek Valley.
  - v) Provide extensive landscaping, tree planting, and berms in the areas set out in Clause (iv) above, as well as on the remaining lands.
  - vi) Satisfy any other conditions required to secure the provisions of the Plan.
- n) Provide an approximately 100-foot-wide buffer strip on the east side of the Highway 403-Queen Elizabeth Way Link Highway and on the south side of the Queen Elizabeth Way, east of Ford Drive.

## **6.8 Airport Mini-belt Link**

**6.8.1** Subsection 6.8.1 is Map 8 (the Airport Mini-belt Link) and is to be  
**Map** read together with the text of the Plan.

### **6.8.2 Specific Objectives**

All the objectives of Part 3 apply to this Link, although they are achieved to varying degrees. The following specific objectives apply to this Link and are achieved to varying degrees.

- a) Define the westerly limit of the Mississauga Industrial Area west of Toronto International Airport.
- b) Minimize the number of transportation routes crossing this Link and connecting the rural area west of the Link to transportation facilities within the Link or to the Mississauga Industrial Area.
- c) Provide for Highway 403.

- d) Provide for Highway 410 and incorporate flexibility for additional transportation access to the west side of the airport.
- e) Provide for Ontario Hydro transmission facilities.
- f) Provide for future utilities.
- g) Provide for public open space.
- h) Provide for recreational trails and associated facilities between the Southern Link and the Northern Link.
- i) Protect tree stands that are either significant in their own right or serve as buffers.

### **6.8.3**

#### ***Implementing Actions***

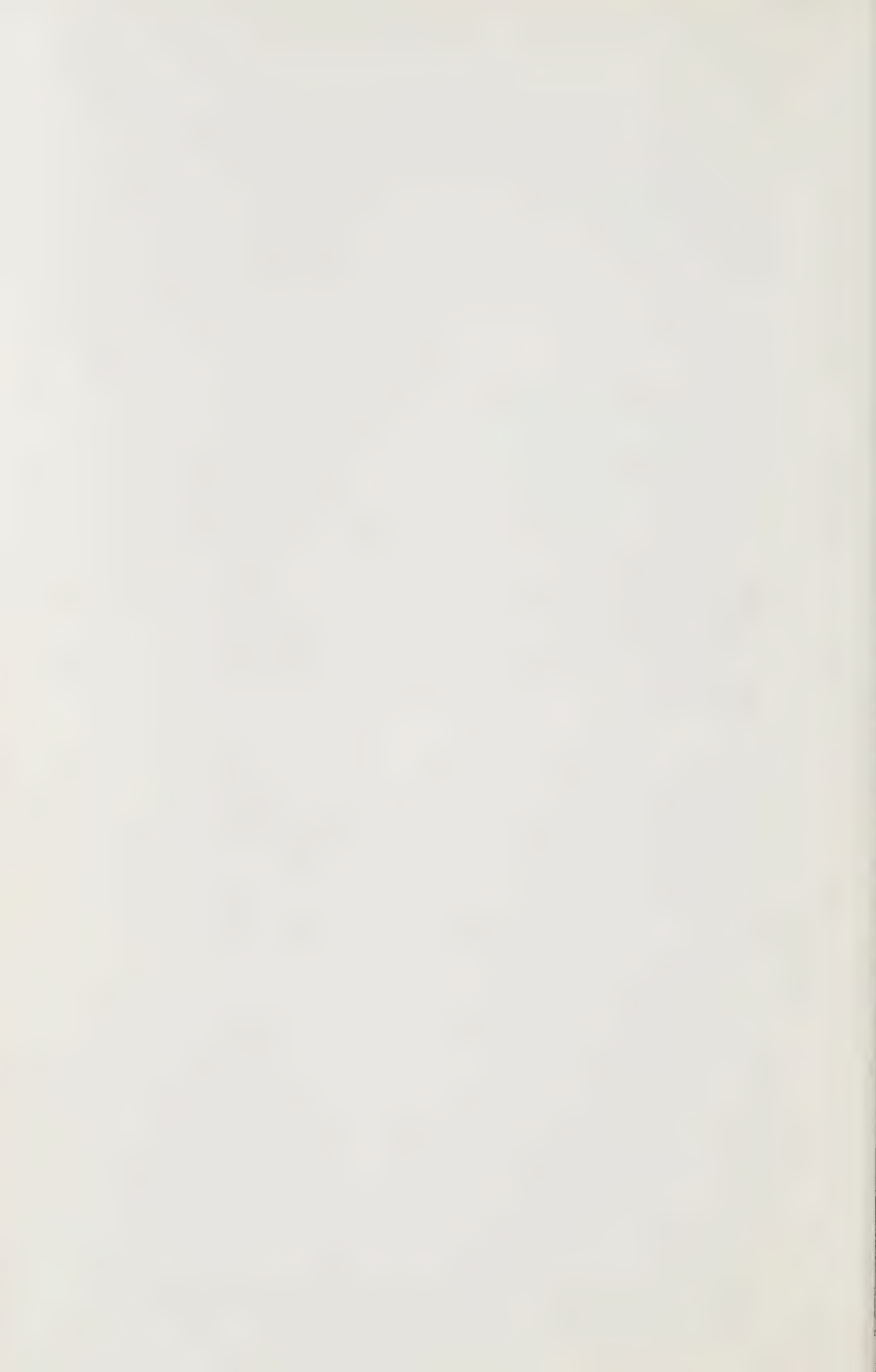
In cases of discrepancy between the following specific implementing actions for this Link and the provisions of Part 5, the following implementing actions will prevail.

- a) Restrict the number of transportation routes crossing the Link to:
  - i) Existing facilities and their essential expansions;
  - ii) Essential new facilities consistent with the Plan.
- b) Acquire a right-of-way approximately 500 feet wide between the Southern Link and Highway 401 for the construction of Highway 403.
- c) Acquire a right-of-way between Highway 401 and the Northern Link (Highway 407) for the construction of Highway 410. The right-of-way varies in width over its length and provides a land reserve for construction of additional transportation access to the west side of the airport.
- d) Acquire a right-of-way approximately 120 feet wide for the relocation and construction of the Ontario Hydro transmission facilities.
- e) Acquire a right-of-way approximately 100 feet wide for future utilities between the Southern Link and the Northern Link.
- f) Acquire lands for public open-space and buffer areas.
- g) Develop recreational trails and associated facilities between the Southern Link and the Northern Link.
- h) Ensure that the design, development, and use of the Public Open Space Area minimize any detrimental effect on woodlots and hedgerows.







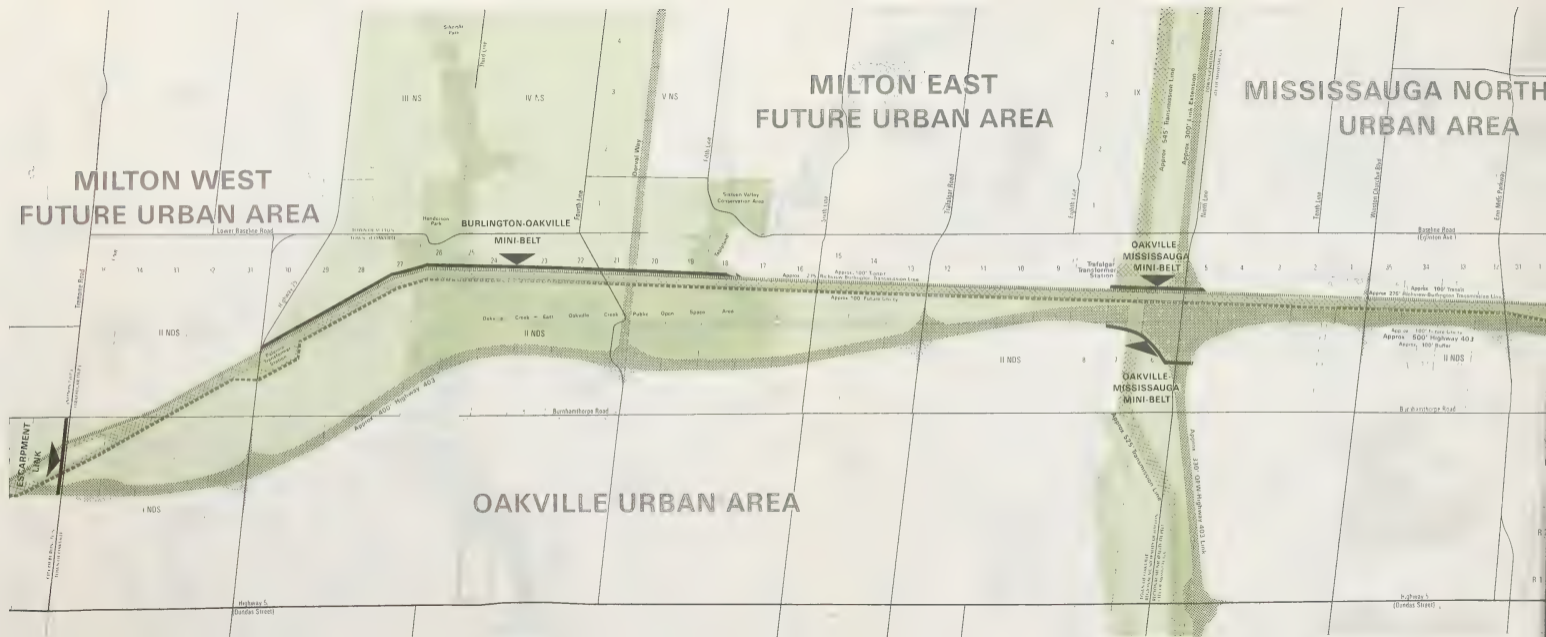


**MILTON WEST  
FUTURE URBAN AREA**

MILTON EAST  
FUTURE URBAN AREA

MISSISSAUGA NORTH  
URBAN AREA

## OAKVILLE URBAN AREA



# MISSISSAUGA NORTHWEST URBAN AREA

## MISSISSAUGA INDUSTRIAL AREA

## MISSISSAUGA URBAN AREA

### Map 3

### SOUTHERN LINK

#### Public Use Area

- Public Open Space and Buffer Areas
- Utility
- Electric Power Facility
- Road
- Inter-urban Transit

#### Complementary Use Area

- General Complementary Use Area
- Special Complementary Use Area

#### Base Information

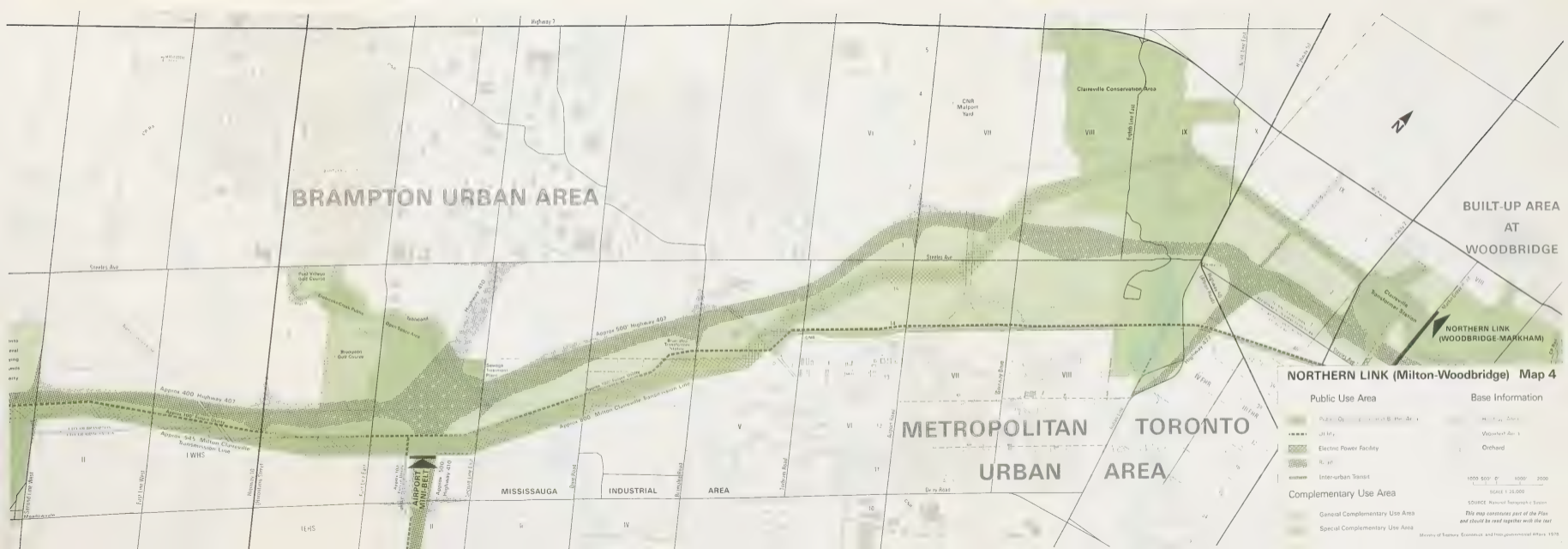
- Built-up Area
- New Job Area
- Orchard

1000' 500' 0' 1000' 2000'  
SCALE: 1:25,000

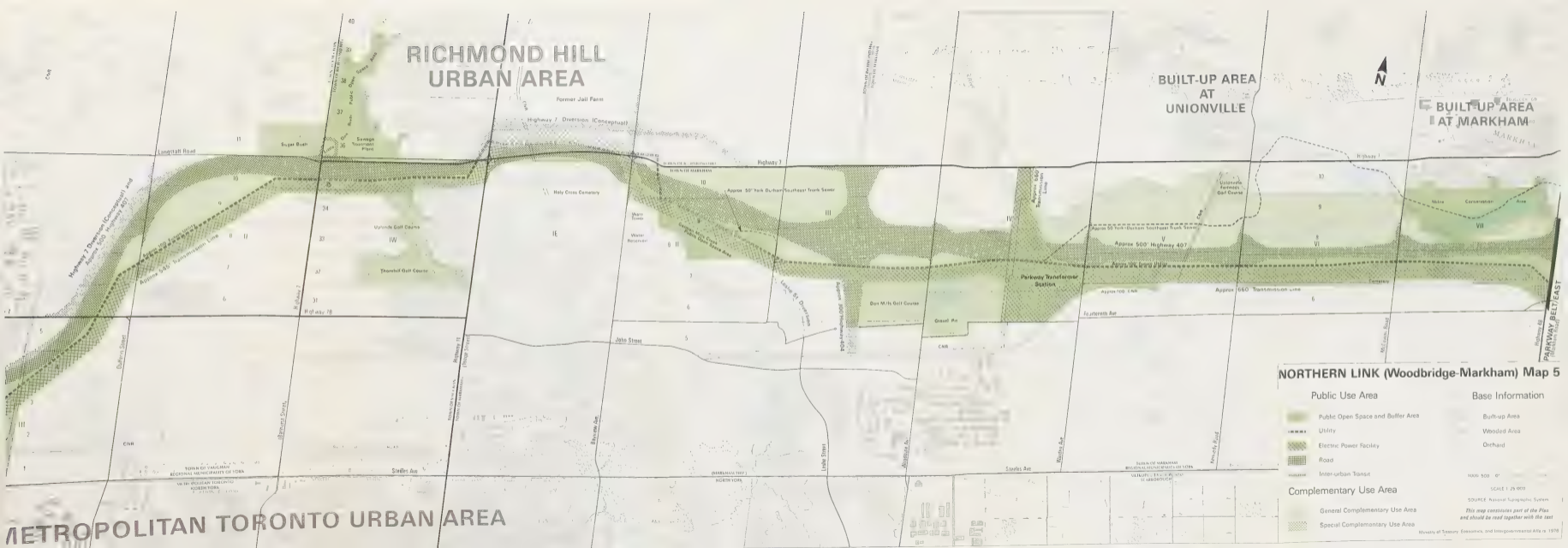
SOURCE: National Topographic System

This map constitutes part of the Plan and should be read together with the text









# RICHMOND HILL URBAN AREA

# BUILT-UP AREA AT UNIONVILLE

# BUILT-UP AREA AT MARKHAM

## NORTHERN LINK (Woodbridge-Markham) Map 5

**Public Use Area**

- Public Open Space and Buffer Area
- Utility
- Electric Power Facility
- Road
- Inter-urban Transit

**Complementary Use Area**

- General Complementary Use Area
- Special Complementary Use Area

**Base Information**

- Built-up Area
- Wooded Area
- Orchard

1000 500 0'

SCALE 1:25,000

SOURCE: National Topographic System

This map constitutes part of the Plan and should be read together with the text

Ministry of Transport, Environment, and Intergovernmental Affairs 1978



MILTON EAST  
FUTURE URBAN AREA

OAKVILLE URBAN AREA

BUILT-UP AREA  
AT MILTON

MILTON WEST  
FUTURE URBAN AREA

BURLINGTON  
URBAN AREA

BURLINGTON-OAKVILLE MINI-BELT Map 6

Public Use Area

Base Information

- Public Open Space and Buffer Area
- Urban
- Electric Power Facility
- Road
- Inter-urban Transit

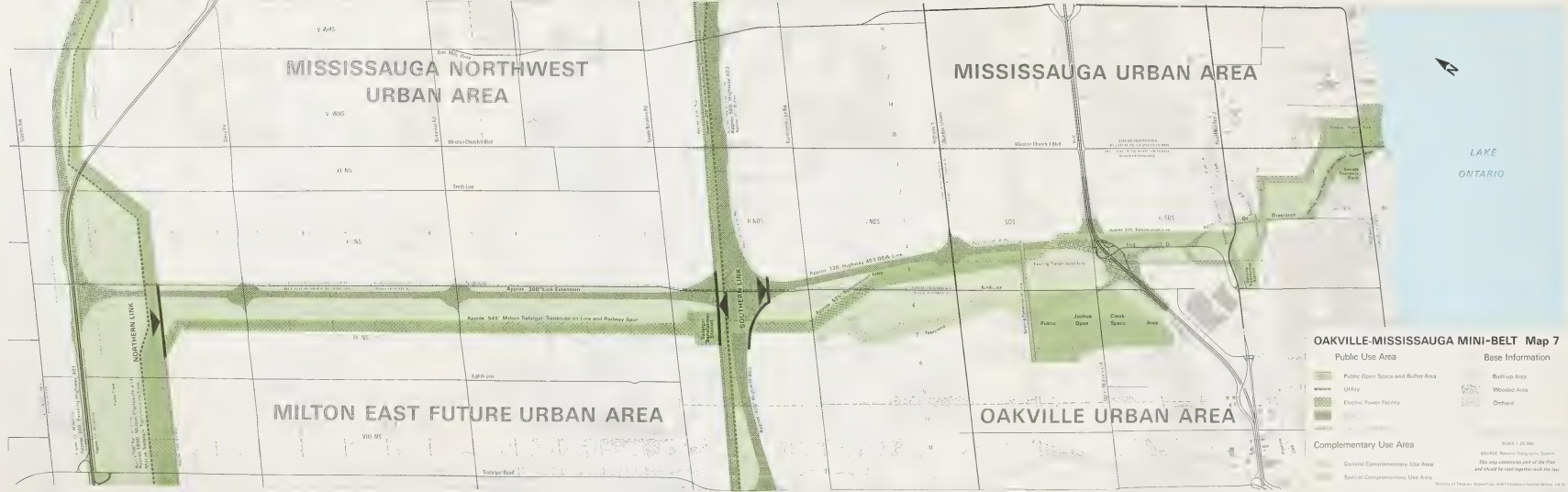
- Built-up Area
- Wooded Area
- Grassland

Complementary Use Area

- General Complementary Use Area
- Special Complementary Use Area

Scale 1:25,000  
NORTH  
This map is a general representation of the Mini-Belt and should be used in conjunction with the Mini-Belt Plan.







# BRAMPTON URBAN AREA

# MISSISSAUGA

# INDUSTRIAL

# AREA

# MISSISSAUGA URBAN AREA

## AIRPORT MINI-BELT

## Map 8

### Public Use Area

- Public Open Space and Buffer Area
- Utility
- Electric Power Facility
- Road
- Inter-urban Transit

### Complementary Use Area

- General Complementary Use Area
- Special Complementary Use Area

### Base Information

- Built-up Area
- Wooded Area
- Orchard

1000' 500' 0' 1000' 2000'

SCALE 1:25,000

SOURCE: Natural Topographic System

This map constitutes part of the Plan and should be read together with the text.

Ministry of Treasury, Economics, and Intergovernmental Affairs, 1978







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